

Huge Turbine Generator Put In by Edison

Capacity of Long Beach Plant Now Million and Quarter Horsepower

Bringing the system generating capacity of the Southern California Edison company to more than a million and a quarter horsepower, the second turbine generator of 133,000 horsepower capacity to be installed at the company's Long Beach steam station was placed in service yesterday. George C. Ward, executive vice president of the company, opened the throttle of the giant machine for the first time.

Construction of which was begun in June, 1928, was completed at a cost of \$7,500,000. The first 118,000 horsepower unit, in the third plant of the company's steam station on Terminal Island, Long Beach, was placed in operation last year. Preliminary engineering studies are being made for the construction of a third unit of similar capacity.

R. H. Ballard, president of the Edison company, said that the completion of the new steam generating unit gives greater assurance of a fully adequate power supply for Southern and Central California territory served by the Southern California Edison company.

Efficiency Increases
"Our company has long been recognized as a leader in hydro-electric generation of power," Mr. Ballard said. "We have maintained this position since the completion of our Big Creek-San Joaquin river project in the High Sierras and we are now exceeded by only two

eastern utilities in capacity of steam-electric generating stations. It is a source of satisfaction to know that the constantly increasing efficiency of the Edison company steam-electric generating units is effecting substantial operating economies and that with our greater steam plant capacity we are able to give further aid toward conservation of California's water and petroleum resources.

"The performance of Unit Ten, as our first 133,000 horsepower turbine is designated, is indicative of the advances in steam generation in very recent years. This machine generates 486 kilowatt-hours from a barrel of oil, compared to 240 kilowatt-hours per barrel from the finest turbine in service eight years ago. This unit alone last year generated more than seven hundred million kilowatt hours, which was virtually the same output of all steam plants of the Edison company during 1929, a year of extremely little rainfall during

which the steam plants were operated to their capacity. "The completion of the newest turbine which was constructed at a minimum of cost due to the thoroughness of preliminary work accomplished at the time of installation of Unit Ten, marks another major step in the transition of steam from standby to power-supply service. The Edison company has turned its attention with economy and profit to steam generation, utilizing the wealth of natural gas and petroleum which is readily at hand. Of our total system generating capacity of 1,253,000 horsepower, 623,000 horsepower is in steam plants and 630,000 horsepower in hydro-electric plants."

Do not dip rage or waste in the gasoline tank of your car. The hot from rags will accumulate in the screens or jets and interfere with the proper performance of a motor.

WOULD REDUCE GROWING COST OF EDUCATION

Taxpayers in Los Angeles County Pay \$32,607,691 for High Schools Alone

By ELWOOD SQUIRES
(United Press Staff Correspondent)

SACRAMENTO, Calif., Feb. 29.—(UP)—Overwhelming costs of education now borne by real property in California must be reduced, in the opinion of a group of Junior college presidents who met here recently with Wierling Kersey, state superintendent of education. Figures showing how the cost of high schools is apportioned between the counties and the state were exhibited at the meeting, proving that county taxes—composed almost exclusively of levies on real property—are carrying an excessive burden of support of schools. High schools of California cost \$78,432,219 to operate last year with counties and districts paying 66.2 per cent of the total and the state contributing only 6.6 percent. Los Angeles county paid a total of \$32,607,691 to maintain its high schools during this time, with 70 per cent of the amount coming from the county and district taxes and only 5.5 percent from the state, the remainder coming from miscellaneous sources.

Elementary schools are said to show about the same percentages. Those present at the meeting discussed possibility of some sort of state income tax on luxuries and mineral resources of the state. Success of such a plan is considered problematical by many. Several months ago Dixwell L. Pierce, secretary of the state board of equalization, suggested a state income tax on luxuries for schools.

Editorial comment throughout the state was found by Pierce to be strongly against the idea, he said. Most editors took the stand that a sales tax, which this would be, is unpopular and a business detriment.

"It is up to the tax experts to figure out some system of financing our schools," said Kersey, "and it must be done, for taxation of property has about reached its limit. In spite of this we are constantly requiring more money to keep up with educational demands. Junior colleges are the latest form of education which is speeding us toward need for more money. The total current cost of the California junior colleges districts last year was \$1,765,628. The counties and districts contributed 78 per cent of this amount and the state only 22 per cent.

"The colleges are rapidly expanding and will require more money each year. Ultimately the point will be reached where the counties and districts will not be able to continue financing the majority of cost of their elementary schools, high schools and junior colleges.

"The state must raise the money some place and thus relieve property. How it is to be done is a matter that cannot be considered too soon.

ROBBER'S SKIN BINDS MEMOIRS

Highwayman Terrorist of New England in 1825-35

BOSTON.—(UP)—A book bound in human skin is one of the novel possessions of the Boston Athenaeum.

The epigram once belonged to James Allen, a gentleman of numerous aliases who terrorized New England in general and Massachusetts in particular during the years between 1825 and 1835, as a highwayman.

When he died in prison in 1837 his will stipulated that some of his skin should be used to bind his memoirs, entitled "A Narrative of the Life of James Allen, alias George Walton, alias Jonas Pierce, alias James H. York, alias Burley Grove, the highwayman."

The book in possession of the Athenaeum is one of two copies which were bound in accordance with the terms of Allen's will. No trace of the second volume has ever been found.

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Keep the engine of your car clean. An occasional cleaning with kerosene and a short brush may uncover something that needs repairing. Allow it to dry thoroughly before starting the motor.

A hissing noise, like air escaping, when the engine is laboring can frequently be traced to a leak in the manifold or its connections.

Anything that makes the changing easier should appeal to the average motorist. Applying a few drops of light oil to lugs when lubricating the car will make their removal easy.

The tire cover is not simply an ornament. It protects the spare tire from the rays of the sun.

Some drivers may desire to grease their cars themselves. If you are one, be sure the outside of the cup has been wiped absolutely clean before applying the grease, otherwise some of the dirt is likely to get in with the lubricant. Once in the cup it will work down into the bearing, with the opportunity to play havoc with the part. It is also important to make sure that the grease goes completely through the bearing. Keep on "feeding" until all old grease is forced out.



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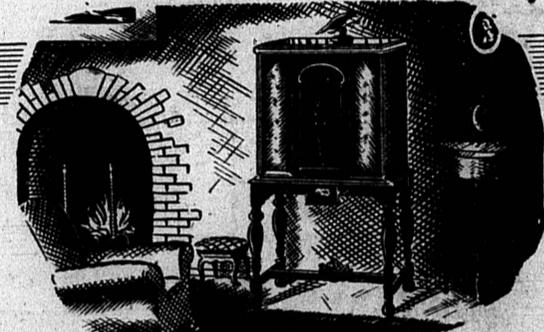
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